

FAASTeam presents:

Making Your Own Checklist

Modern pilots use checklists as a way of correcting for the failings of human memory. Even for important tasks that may be completely memorized, a good pilot will back up memory by referring to a checklist. It's likely that every year accidents are avoided and lives are saved because pilots were reminded of important settings and procedures that had been inadvertently missed.

The manufacturer's FAA-approved flight manual or pilot's operating handbook (POH) is the foundation for safe operation of the aircraft, but many manufacturers' checklists seem stark to some pilots. Checkmate.com and a variety of other aviation publishers have created commercially available checklists that augment the ones in the aircraft POH, with additional items that many pilots find a common part of their flight process. Some aircraft owners, flying clubs, and flight schools have created their own checklists for use by their pilots.

How much checklist is enough? Which checklist is right for you? Have you ever thought of making your own checklist? Have you had it with the laminated checklist that says Beacon On before even turning Master On? It may be time for you to make your own checklist. Many pilots find that the process of creating their own

Event Details

Sat, Sep 21, 2019 - 12:00 PDT

San Carlos Flight Center

655 Skyway Road, 215

215

San Carlos, CA 94070



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checklist forces them into a deeper understanding of the aircraft and its safety features, and makes them a safer pilot. SCFC invites all pilots to join us for a discussion about making your own checklist. We will talk through the benefits that custom checklists bring to single-pilot resource management, and the safety pitfalls to guard against.

Kyle Smathers started flying in 2011 and is passionate about aviation. He is dedicated to the mindset that there is always more to be learned about flying and instructing. Making himself a better pilot and instructor is something he focuses on. His first introduction to teaching was tutoring mathematics and physics where he found joy in helping people understand new topics. Following that, he obtained his FAA advanced ground instructor certificate so that he could help people with their aviation knowledge. He thinks that flying is one of the most interesting things in the world and looks forward to exposing aviation to new pilots and to helping other pilots improve their flying skills. Kyle is currently a student at San Jose State where he studies Aerospace Engineering and CFI (Homegrown SCFC Instructor). He is a Commercial: ASEL, Instrument Airplane Pilot. He

offers training in Private Pilot, Commercial Pilot, High performance transition, Complex transition and Flight review.

Directions: Pilots who fly in should park in transient parking on the opposite side of the field and expect to walk about 10 minutes (.5 mile) to the Flight Center. Suite 215 is upstairs in the northwest corner. On occasion, rides may be prearranged through San Carlos Aviation and Supply.

A message from the National FAASafety Team Manager

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